

# IRON SHIPS.

No. 2296 Survey held at Glasgow Date, First Survey 21 March 70 Last Survey 8 March 1871

On the SS City of Poona Master R McNeil

Tonnage under Tonnage Deck 1619 31  
 Ditto of Spar Decks 646 19  
 Ditto of Propeller 17 51  
 Ditto of Houses on Deck 17 51  
 Ditto of Forecastle 2903 01  
 Gross Tonnage 2903 01  
 Net Space, per Rule 96 13  
 Net Tonnage, per Rule 2265 30  
 Engine Room 730 56  
 Register Tonnage, as a Steamer, cut on Beam 1456 32

ONE OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.  
 Half moulded breadth 17 95  
 Depth from upper part of Keel to top of Upper Deck Beams 22 66  
 Girth of Half Midship Frame (as per Rule) 35 5  
 1st Number 56 11  
 Length 323  
 2nd Number 24503  
 Depths to Length Under 1200 16m9

THREE DECKED VESSELS.  
 Half Moulded Breadth 17 95  
 Total Depth if three or more Decks 29 66  
 Total Girth of Half Midship Frame 42 3  
 3rd Number 90 11  
 Length 323  
 4th Number 29105  
 Breadths to Length Under 9

Built at Glasgow  
 When built 1870 Launched 24 Nov  
 By whom built Chas Cunliffe & Co  
 Owners C Smith and Sons  
 Port belonging to Glasgow  
 Destined Voyage Calcutta  
 If Surveyed while Building, Afloat, or in Dry Dock.

Length on deck as per Rule 323 Feet. Inches. Moulded Breadth 35 11 Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule 21 6 Feet. Inches. Power of Engines, Horse. N° of Decks 3 N° of Tiers of Beams 3

Dimensions of Ship per Register, length, breadth, depth.			Inches in Ship.			Inches required per Rule.			Flat Keel Plates, breadth and thickness.			Inches in Ship.			Inches required per Rule.		
Keel, if bar iron, depth and thickness			11	2 3/4		11	2 3/4		Plates in Garboard Strakes, breadth and thickness			36	12		36	12	
Do. if centre through plate, depth and thickness			10	2 3/4		10	2 3/4		Do. from Garboard to upper part of Bilges				11.10.9			11.10.9	
Stem, if bar iron, moulding and thickness			10	5 1/2		10	5 1/2		Do. of doubling at Bilge, or increased thickness, and length applied				11.10.9			11.10.9	
Stern-post for Rudder do. do.			10 1/2	5 1/2		10	5 1/2		Do. fm up. part of Bilge to lr. edge of Sh'rstrake				11.10.9			11.10.9	
Stern-post for Propeller			24	24		(Class 100A)			Do. Main Sheerstrake, breadth and thickness			36	13 1/2		36	13 1/2	
Distance of Frames from moulding edge to moulding edge, all fore and aft									Do. of doubling at Sh'rstrake, & length applied				8.7			8.7	
Frames, size of Angle Iron, for 2/3 length amidships			5	3		5	3		Do. from Mn. to Up. or Spar Dk. Sh'rstrake			30	11.9		29	11.10.9	
Do. for 1/3 at each end			5	3		5	3		Do. Up. or Spar Dk Sh'rstrake, brdth & thickness			16 1/2	14.7		16 1/2	14.7	
Reversed Frames, size of Angle Iron			3 1/2	3		3 1/2	3		Butt Straps to outside plating, breadth & thickness			3 frames					
Frames, depth and thickness of Floor Plate at mid line for half the length amidships			26	10		26	10		Lengths of Plating			3 frames					
Do. at the ends			39	8			8		Shifts of Plating, and Stringers			3 frames					
Do. do. do. at Bilge Keelson			13						Gunwale Plate on ends of Awnings, Spar, or Upper Deck Beams, breadth and thickness			54	8		54	8	
Do. height extended at the Bilges			52			52			Angle Iron on ditto			4x4	8		4x4	8	
Beams, Upper, Spar, or Awning Deck (No. )			7	7		7	7		Tie Plates (fore and aft), outside Hatchways			18.13 1/2	8.7		18.13 1/2	8.7	
Single or double Angle Iron, Plate or Tee Bulb Iron			3	2 1/2		3	2 1/2		Diagonal Tie Plates on Beams (No. of Pairs)			10	13 1/2		10	13 1/2	
Single or double Angle Iron on Upper edge			4 1/2			4 1/2			Planksheer material and scantling			4 3/4	Seak				
Average space			4 1/2			4 1/2			Waterways do. do.			4	9		4		
Beams, Main or Middle Deck (No. )			8 1/2			8 1/2			Flat of Deck do. do.			4	9		4		
Single or double Angle Iron, Plate or Tee Bulb Iron			3 1/2	3		3 1/2	3		How fastened to Beams			54	10		54	10	
Average space			4 1/2			4 1/2			Stringer Plate on ends of Main or Middle Deck			4 1/2	8		4 1/2	8	
Beams, Lower Deck, Hold or Orlop (No. )			9			9			Beams, breadth and thickness			4 1/2	8		4 1/2	8	
Single or double Angle Iron, Plate or Tee Bulb Iron			3 1/2	3		3 1/2	3		(Is the Stringer Plate attached to the outside plating?)			Yes					
Single or double Angle Iron on Upper Edge			4 1/2			4 1/2			Angle Irons on ditto (No. 3)			4x4x9			4x4x9		
Average space			4 1/2			4 1/2			Tie Plates, outside Hatchways			10.13 1/2	10.8		10.13 1/2	10.8	
Keelson Centre line, single or double plate, box, or intercostal, size of Plates			10	14.12		10	14.12		Diagonal Tie Plates on Beams (No. of pairs)			10	13 1/2		10	13 1/2	
Plate to Intercostal Keelson			6 1/2	4		6 1/2	4		Waterways materials and scantlings			3 1/2	PP		3 1/2		
Size of Angle Irons			6 1/2	4		6 1/2	4		Flat of Deck do. do.			3 1/2	PP		3 1/2		
Side Intercostal Keelson, size of Plates			24	10.9			10.9		How fastened to Beams			4 1/2	9		4 1/2	9	
Angle Irons on tops of Floors			6	4		6	4		Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			3 1/2	8		3 1/2	8	
Bilge Keelson, Bulb Iron			9			9			(Is the Stringer Plate attached to the outside plating?)			Yes					
do. Intercostal plates riveted			11			11			Angle Irons on ditto (No. 2)			4x4x9			4x4x9		
at fore end of ship to plating for 26 1/2 length			6	4		6	4		Stringer or Tie Plates, outside Hatchways			10.13 1/2	9.8		10.13 1/2	9.8	
Do. do. Angle Irons			6	4		6	4		Flat of Deck			2 1/2	9.8				
Side Stringers (No. ) size of Angle Irons			6	4		6	4		Ceiling betwixt Decks, thickness and material			2 1/2			2 1/2		
Do. Intercostal plates riveted to plating for three fifths length, from frame to frame			11	10		11	10		Do. in hold do. do.			2 1/2			2 1/2		
Transoms, material Iron or, if none, in what manner compensated for.									Main piece of Rudder, diameter at head			7 1/4			7 1/4		
Knight-heads Iron Hawse Timbers									Do. do. at heel			10 1/2			10 1/2		
Windlass Iron Patent Pall Bitt Iron									(Can the Rudder be unshipped afloat?)			Yes					
The Frames extend in one length from Keel to Deck Stringer									Bulkheads No. 5 Thickness of 7/16								
The Reverse Angle Irons on the floors and frames extend from the middle line to abutments and to upper deck alternately									Do. Height up 2 midships to upper D' keelson to mid keelson								
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes									Do. How secured to the sides of the ship								
Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets (10 7/8 in.) diameter, averaging 6 3/4 ins. from centre to centre.									Do. Size of Vertical Angle Irons 3 1/2 x 3 1/2 and their distance apart, 30 ins								
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (7/8 in.) diameter, averaging (3 3/4 ins.) from centre to centre.									Do. Are the outside Plates doubled two spaces of Frames in length? Yes								
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (1 1/2 in.) thick, double or single Riveted; with Rivets (7/8 in.) diameter averaging (3 3/4 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No																	
Do. of 3 Strakes at Bilge for half length, treble riveted with Butt Straps 1/2 thicker than their plates.																	
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (1 1/2 in.) thick, or clencher, double or single riveted; with rivets (7/8 in.) diameter, averaging (3 3/4 ins.) from centre to centre.																	
Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge Single At lower edge double																	
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (1 1/2 in.) thick, double or single Riveted; with Rivets (7/8 in.) diameter, averaging (3 3/4 ins.) from centre to centre.																	
Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for half length amidships. Breadth of laps of plating in double Riveting (5 ins) Breadth of laps of plating in single Riveting (None)																	
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?																	
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.) See Section																	
Beams of the various Decks, how secured to the sides? Bracket knees fixed on beam ends No. of Breasthooks, four Crutches, three																	
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Messend & Biddulph																	
Manufacturer's name or trade mark, Messend & Biddulph																	

We certify that the above is a correct description of the several particulars therein given.  
 Builder's Signature, Charles Cunliffe Surveyor's Signature, R McNeil

IRON 448 - 0142



Workmanship. Are the butts of plating planed or otherwise fitted? planed 8792 Iron.  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? They do  
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? And single pieces  
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? They do and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? They are  
Are there any rivets which either break into or have been put through the seams or butts of the plating? A few at butts

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit. The Mast 90 feet x 20 ins. 4 plates in section 1/8" thick. Main Mast 93 feet x 20 inches. 4 plates in section 1/8" thick. Butts treble edges double. Fore and Main lower yards 62 feet x 14 inches 2 plates in section 1/8" thick. Butts treble riveted, edges single riveted. Iron marked, Biddulph R.H. & Co.

Number for equipment		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, No.	Weight. Ex. Stock.	Test as per Certificate.	W't req'd per Rule.	Test req'd per Rule.	
No.	SAILES.	CABLES, &c.	300	1 13/16	67.19.15	300 1 13/16	&c.	4644	34.1.23	36.16.0.0	32.	30. 2/3
9	Fore Sails,	Chain .....	(150 for Cab. above Admiralty proof)			59. 2/3	Bowers	4643	34.1.6	36.12.3.1	32	30. 2/3
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent)	S.P.T. Co. T. Sam 2			Fregenda #	(State Machine where Tested, and name of Superintendent)	4645	30.2.21	33.10.0.24	27.0.23	26. 1/2
Subs	Fore Topmast Stay Sails	Hempen Stream Cable	60	1	10 -	No 5149	With Stock	4643	13.2.21	13.2.2.0	13	
	Main Sails,	Hawser .....	90	12		90 12	Stream ....	"	4642	6.3.10	8.2.3.7	6 1/2
	Main Top Sails,	Towlines ...	90	2		12	"	4640	3.1.3	5.6.1.0	3 1/4	
and		Warp .....	45	2		0	Kedges ....					
		All of good quality.	77	7	and other.	0						

Her Standing and Running Rigging Whopps sufficient in size and good in quality. She has Six Long Boats and The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good  
Engine Room Skylights. How constructed? In iron conings How secured in ordinary weather? Screws  
What arrangements are there for deadlights in such for bad weather? Bulldozers in top  
Coal Bunker Openings. How constructed? In upper deck How are lids secured? by bolts How high above deck? flush  
Scuppers, &c. What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? No bulwarks beyond scuppers and sails

Cargo Hatchways. How formed? In conings State size 16 x 10/6 and smaller  
If of extraordinary size, state how framed and secured? The shifting beams in the main hatchway  
What arrangement for shifting beams? one in main hatch at upper and middle ends  
Hatches, themselves, whether strong and efficient? Yes Main Hatchways. State size 16 x 10/6

Order for Special Survey No. 699 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Butts under  
Date June 6/71 Surveys held 2nd. On the plating during the progress of riveting Special Survey  
Order for Ordinary Survey No. while building 3rd. When the beams were in and fastened, and before the decks were laid between the  
Date as per 4th. When the ship was complete, and before the plating was finally coated or cemented 21st March 71  
No. 74 in builder's yard. Section 18. 5th. After the ship was launched and equipped And 8th March 71  
Number of visits 56

General Remarks

This ship is built in accordance with the accompanying midship section as approved

The two bulkheads of the engine room are extended to the upper deck beams. and the after bulkhead, which extends to the middle deck has an iron top between middle and lower deck, enclosing the after compartment

\* The certificate of test for the above cable Nos 5147 and 5148 is enclosed. Twelve links selected by me, out of this cable, broke at 114.15.0.0 signed J. Frezenna. The Anchors, also, have the S.P.T.C. T. test. The hawsers, certified to strains of 1500 lbs above Admiralty test. signed J. Frezenna

In what manner are the surfaces preserved from oxidation? Inside Pottland Cement Outside Paint

I am of opinion this Vessel should be Classed 100A 3 Decks

The amount of the Entry Fee .....£ 5 : 0 : 0 is received by me,

Special .....£ 8/13 : 0 Certificate .... entry

(Travelling Expenses) (if any) £

Committee's Minute 14th March 1871

Character assigned 100A 3 Decks

Mc. A & C P

13/3/71

Lloyd's Register